

New York Tribune.

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The Tribune uses its best endeavors to insure the truthfulness of every advertisement it prints and to avoid the publication of all advertisements containing misleading statements or claims.

J. P. Morgan & Co. and the New Haven Railroad's Finances.

In their letter to Howard Elliott J. P. Morgan & Co. dispose of the charges that their firm profited by the exploitation of the New Haven Railroad. The letter shows that the profits of the house of Morgan during twenty years of marketing of the New Haven Railroad's securities amounted only to the surprisingly small sum of \$330,000. On the securities bought outright and subsequently sold the Morgan letter shows that the banking house lost \$183,360.14. The bulk of the securities handled by Morgan & Co., \$210,000,000, were handled upon commission. The charge for handling them amounted to \$900,000, of which the house of Morgan retained \$533,000, the rest being the share of banking companies which participated with Morgan in the loans. When the amount lost on the outright purchase and sale transactions is deducted from this sum the Morgan profits from New Haven securities transactions are shown to have averaged \$17,500 a year for twenty years.

The possibility of any other profits than direct banking profits is met by the explicit denial that any of the Morgan firms or any member of them was ever interested in any property, railroad, trolley or steamship, acquired by the New Haven Railroad, the only exception to this being a small interest which the late J. P. Morgan inherited in one company acquired by it.

Any interest by the firm or any member of it in the transactions by which the Westchester & Boston Railroad was acquired by the New Haven is also denied. It was in these transactions that the Interstate Commerce Commission found \$12,000,000 "vanished into thin air." The charge had been made in some newspapers that Morgan & Co. "unloaded" this road during the panic of 1907 upon the New Haven. But Morgan & Co. produce a letter from Mr. Mellen, president of the New Haven, dated April 2, 1907, six months before the panic, referring to an agreement dated December 4, 1906, with the Millbrook Company, which was financing the Westchester & Boston, in pursuance of which Morgan & Co. advanced money to Mr. Oakleigh Thorne and the Millbrook Company. The letter assumes responsibility for the transactions and places Morgan & Co. in the position of agents from the outset of the New Haven in financing the Westchester & Boston.

The Morgan statement on this subject is supported by Mr. Oakleigh Thorne, who says in The Tribune this morning that in financing the Westchester & Boston he dealt directly with the New Haven, and that Morgan & Co. figured in the transactions simply as the New Haven's bankers.

Morgan & Co. seem to us to have made it clear that whoever got "insiders' profits" out of the Westchester & Boston transaction and out of the other transactions by which the New Haven monopoly was created, it was not Morgan & Co. Their denials are complete and explicit, and there is not a bit of evidence against them. Surprise will be felt at the smallness of their profits out of their transactions in the New Haven road's securities. But the great bulk of the transactions were on a commission basis, and a false statement regarding the amount of the commissions would not be put out by any banker in his senses.

The mystery of the plucking of the New Haven remains as great as ever. J. P. Morgan & Co. should be among those who would welcome its investigation.

Public Buildings for the Public.

The agreement reached by Mayor Mitchell, Mr. McAneny and Mr. Churchill, of the Board of Education, to rent school buildings at actual cost for recreation centres, meetings, lectures, concerts and the like is eminently sensible. It wipes out the ridiculous tariff recently fixed by the Board of Education, which seemed intended to exact a profit for itself or some of its employees.

Use of the school buildings by the public should be encouraged so long as it does not interfere with their use for educational purposes. They are the public's. Certainly use for meetings, concerts and as recreation centres should not be made difficult or expensive. These things are educational, and the Board of Education ought to be able to realize that there is more to education than what is taught to pupils in school hours.

The Lazy Legislature.

The Legislature, having adopted a resolution for final adjournment on March 27, is now afraid it may have to adjourn. The Senate, which originated the resolution, threatens the Assembly officials with an extraordinary session if the Governor's pet legislation is not passed. This cannot be done without extending the session beyond the adjournment date and disrupting the tight little do-nothing programme of Speaker Sweet and his aids.

Reason for the inability of the legislators to give serious consideration to important bills within the time left appears in an analysis of the progress of legislation so far. Mr. C. V. Howard, secretary of the Voters' Legislative Association, reports to his organization that of the 1,220 bills, excluding duplicates, introduced in the two houses up to the first of this month, 15 had been enacted into law and 4 had passed both houses and were pending before the Governor. Of the rest, 13 had passed one house and been reported in the other; 62 had passed one house, but had not been reported in the other; 89 had been reported in one or both houses, but had not passed either, while 1,063 had made no progress. That means that with only one-third of the session remaining more than 80 per cent of the legislation presented for consideration up to March 2 had not gone beyond the initial stage.

Legislatures are worse than incompetent; they are lazy. New York's is as bad as any of the others, though the most costly. It will wind up, as it usually does, in wild confusion and inefficiency, with most of the really important bills of the year untouched and a lot of local bills, appropriations and grab bills thrust upon the statute books. This will be true

regardless of the date of adjournment. It is to be hoped a later date than the one agreed on will not be set, and, above all, that, once away from Albany, the Legislature will be allowed to stay away. The state is safer that way.

Overnight Sentences for Speeders.

The Board of Aldermen will probably vote again to-morrow on an amendment to the speeding ordinance intended to put an end to the present burlesque of "one day" jail sentences. "One day" at present generally means three or four hours, since the prison day begins and ends at 4 p. m. A speeder served with a summons appears in court about 11 a. m., and if sentenced for "one day" or to a fine of \$25, which he may escape by serving "one day," remains in custody only until the clock strikes 4.

The amendment to the ordinance makes the minimum sentence two days, and would compel a convicted speeder to stay at least one night in jail. Chief Magistrates McAdoo and Kempner have both approved the change, and it is being opposed in the board only by the Tammany element which is always solicitous to make things as easy as possible for violators of ordinances. More people were killed by the speeders in 1913 than in the two years preceding. Any tightening of the law which will tend to put fear into the hearts of reckless drivers will be welcomed by a long suffering public.

National Honor and Party Platforms.

The Democratic party was not the only party to go wrong in 1912 on the Panama Canal tolls question. The Progressive National Convention was just as short-sighted as the Democratic in yielding to the pressure of Atlantic coast interests which wanted to secure an indirect subsidy for coastwise shipping and of Pacific Coast interests which wanted to make the federal Treasury pay part of the freight on commodities handled over a new transcontinental all-water route. The Progressive platform said:

We demand that the canal shall be so operated as to break the transportation monopoly now held and misused by the transcontinental railroads by maintaining sea competition with them—that ships directly or indirectly owned or controlled by American railroad corporations shall not be permitted to use the canal, and that American ships engaged in coastwise traffic shall pay no tolls.

Both the Democrats and the Progressives were playing domestic politics and were willing to override the Hay-Pauncefote treaty in order to catch votes. Now that the consequences of a repudiation of our international obligations have been brought home to the treaty smashers high-minded Progressives as well as Democrats are beginning to regret the blunder of the 1912 platforms.

Mr. Oscar Straus, the Progressive candidate for Governor in this state in 1912, has just repudiated the Progressive tolls exemption demand as earnestly as President Wilson has repudiated the Democratic demand. We have no doubt that Mr. Straus speaks for a majority of his party when he says that the claims of a party platform are less binding than the claims of national honor. All good citizens should agree on that point. Although a Republican President reluctantly approved the tolls exemption, the Republican party has never approved it. Republicans in Congress should therefore gladly join with repentant Democrats and Progressives in reaffirming by an impressive vote this country's scrupulous good faith in its dealings with foreign nations.

A Charge Based on Ignorance.

Attacks like that made by Mr. Amos Pinchot on The Associated Press would need no reply except for the fact that the public generally has a very hazy notion of what The Associated Press is and does. It is not a corporation which collects news and sells it to the newspapers, but a co-operative agency maintained by the newspapers themselves. It could have no inducement to color news deliberately, since among its owners and patrons are newspapers of every variety of political, religious and economic belief. Some are Republican, some Democratic, some Progressive and some independent. If the Socialist party were as strong here as it is in Germany, for instance, many Socialist newspapers would be included among the operators and franchise holders of The Associated Press.

It would be surprising if an agency employing hundreds of correspondents should not now and then receive and disseminate what looks to outside critics like "colored" news. The information gathered must reflect to some extent the atmosphere in which it is gathered. But to charge the general management with trying to impress its own point of view on agents scattered all over the world is to charge an absurdity. The hardest task of the management is to keep local observers from coloring their reports.

To be true to the purposes of its organization and loyal to its patrons of all shades and varieties of opinion The Associated Press must fight on the part of others a tendency which for every business reason it must itself avoid and despire.

The New Era in Education.

The Department of Agriculture once got out a horse book whose circulation made that of the other "best sellers" of its day look microscopic. The country is indebted to the Hon. John J. Fitzgerald, of Brooklyn, for calling attention to a new government "best seller" appearing under the auspices of the esteemed federal Bureau of Education. It is entitled "Agricultural and Rural Life Day: Material for Its Observance." We reproduce this sample of its contents, read by Mr. Fitzgerald the other day in the House of Representatives, to the wild applause of both his urban and his rural colleagues:

THE CALF PATH.

A calf walked home as good calves should,
But made a trail all bent askew—
A crooked path, as all calves do,
Since then 300 years have fled,
And I infer the calf is dead,
But still he left behind his trail,
And thereby hangs my mortal tale.

The trail was taken up next day
By a lone dog that passed that way,
And then a wise belted sheep
Pursued the trail o'er vale and steep;
And drew the flock behind him, too,
As good belted sheeps always do,
And from that day, o'er hill and glade,
Through those old woods a path was made.

And many men wound in and out,
And dodged and turned and bent about,
And uttered words of righteous wrath
Because 'twas such a crooked path;
But still they followed—do not laugh—
The first migrations of that calf.
And through the winding woodway stalked,
Because he wobbled when he walked.

When it comes to putting "human interest" into government publications the Bureau of Education has the Department of Agriculture beaten one thousand parangs. This is the Era of the New Freedom in Washington; also the Era of the New Education. We predict that, like the horse book, copies of the Education Bureau's masterpiece will soon be selling in the capital's second hand bookstores at from \$4.50 to \$6.00 a volume.

The Conning Tower

Sunday Night Thoughts.

"Sweet day, so cool, so calm, so bright,
The bridal of the earth and sky—"
I read George Herbert yesternight
When I was shy.

Not timid or meticulous,
But "shy," as slangy persons say.
In rhymes and themes unplebeian—
I was that way.

For Sunday is a sorry time
For one relentlessly pursuing
The elusive Muse of motley rhyme—
There's nothing doing.

"Sweet day, so cool, so calm, so bright,"
Day of surcease, of cosmic lull,
Grab it from me, so calm is right—
It's downright dull.

Still, it is only comparatively dull in a newspaper office Sunday night. By nightfall on Sunday vacation begins to pall on the average urbanite, who is unresourceful, and he wishes somebody would drop in, or that he might drop in on somebody.

We know one irreligious man who has this plan for dulling the sharpness of Sabbath dullness, as you might say: He attends the church of the prosiest sermoner he can find. "After that," he confides, "anything seems interesting."

BY ALL MEANS.

Sir: Can you tell me (my courage almost fails me at this juncture) when people talk about a "lovely contour," is it short for "Conning Tower"?

SIGMUND SPAETH.

Passing the Woolworth building at dusk yesterday, we saw the sign "Tower Open." Thanks for the ad, E. C.

Even Slowly, the Game Has Numerical Limitations.

[From "Anthony the Absolute," by Samuel Merwin.]

"I kissed her eyes, slowly, one by one."

The Public Ledger's account of the President's day in Philadelphia—and the one in all the New York papers, too—said that he bought Brand Whitlock's "The Thirteenth Division." The book is "The Thirteenth Division," and what we want to know is: Did he ask for "The Thirteenth Division"? Did the lady book-clerk tell the reporter he had bought "The Thirteenth Division"? Or did the title elude the reporter when he came to write the story? Something tells us we shall never know.

Let's tip to the President: If you want a good book, read Mr. Whitlock's "Forty Years of It." Doubtless there is a saner gentleman than Mr. Whitlock now writing on human themes; but offhand we don't recall his name.

The President had come to Philadelphia to consult an oculist. Everybody in town knew it, or should have known it. Shouldn't the saleswoman have tried to sell him a copy of "W. W.'s Eyes"?

These Get By Most Copy-Books and Proofrooms.

Tennesseean

Irving S. Cobb

Irwin S. Cobb

Eugene Walters

Peter Finley Dunne

And one of Charles Hanson Towne's lady acquaintances allows that automobiles are divided into two classes—the Fords and the Can't Affords.

ADD NEW INCORPORATIONS.

F. P. A. Please enter me as a charter member of the Amalgamated Association of Wall-Street-Writers-Who-to-Believe-that-Edward-Lefevre-told-John-W-Gates-to-go-to-Hell.

W. SHERIDAN KANE.

Old John Siddall is a bit late, but, then, he is a magazine editor. Last week, he says, when no trains entered or left the Pennsylvania Terminal from 7 p. m. Sunday until 12:30 p. m. Monday, he enjoyed particularly this line, hewn in marble and running clear across the top of the station: NOR WIND NOR RAIN NOR SNOW CAN STAY THESE COURIERS FROM THEIR APPOINTED TIME.

WE'VE GOT HIM ON THE LIST.

And that relic of antiquity, who fears the feminist—We've got him on the list—he never would be missed.

JILL.

Archaic themes and modern are included in the Free Public Lectures Course offered by the esteemed Board of Education. The lectures, the announcement says, are "on Music, History, Economics, Literature and subjects of present interest."

YET SOME SAY THE MAILS ARE SLOW.

[From Times.]

Magistrate Campbell received a Black Hand threat yesterday morning. The letter was mailed at 4 o'clock yesterday afternoon at Station O.

It is the acetic notion of W. W. E. that Miss Margaret Romaine should change her name to Olive Hoyle.

Speaking of the mad, mad wags, there are the mad, mad wags, also.

The position of the judge is like Caesar's wife. He must be all things to all men.—From the Times's report of Mr. Taft's Boston address.

Yes, or like St. Paul. He must be above suspicion.

The Tower of Tuesday, March 17, will be planned, specified, constructed and dedicated by the gifted staff of the Yale Record. Place your order early.—Advt.

Lowlife Thoughts About Highlife Animals.

By FREDERIC DORR STEELE.

The Lion is a Kingly Beast;

All kinds of Work he hates;

But one thing he can do at last:

He dots on Guarding Gates.



LION.

Well, well,
what a snug place
for a
last line!

F. P. A.



ANOTHER LION.

THE LOGIC OF GRAFT.



CORRUPT CONTRACTOR—Don't let 'em out! Think of the danger!

THE PEOPLE'S COLUMN

An Open Forum for Public Debate.

A PREDICTION FOR 1916

The Wilson Successes Are Praised, While a Reaction Is Predicted.

To the Editor of The Tribune.

Sir: All true Americans are sincere in their loyalty to the Chief Executive of the nation. The Tribune's unqualified praise manifested in to-day's leading editorial of President Wilson's first year's achievement is indeed appreciated by your readers, even though politically separated from him. It is to be hoped that this attitude will be followed by other leading papers throughout the country, and for the time being forget Bryanism and other mistakes of the administration. Those who handle the machinery of politics must be convinced by this time that our President is a past master of their own creed, and it is for what he has achieved that we must admire him. He has certainly intrenched himself in the confidence of the common people, while his acts are the results of a deep-rooted conviction which reveals a sturdy honesty and true patriotism. "The new freedom" has added to the buoyancy of the American people and cleared the atmosphere.

Unfortunately, the people have not enough patience to await the actual results of these achievements, and before we are liberated the pendulum will swing back to the opposition party, whose record for prosperity is still the living bread by which they go.

As an independent Republican going back to active participation in the Greeley campaign, I can see the handwriting as plainly as that pendulum spoken of. I predict that Mr. Wilson has shown the way to a clean sweep for the other party, and that their spirits are filled with the jubilation of absolutely realistic hopes.

MAX JAGERHUBER.

Harriman, N. Y., March 2, 1914.

"A PITIFUL SPECTACLE"

So a Reader Regards the President's Stand on Canal Tolls.

To the Editor of The Tribune.

Sir: The sight of the President of the United States of America pleading with Congress for repeal of the provision of the Panama Canal act exempting American vessels from the payment of tolls in order to enable him, as he states, "to deal with matters of even greater delicacy and nearer consequence," affords the most pitiful spectacle in the political history of this country.

It is the first instance of a request made by an American President for legislative action for the purpose of conciliating a foreign nation. The language used by President Wilson in the last paragraph of his address to Congress leaves little room for doubt that unless the desires of Great Britain be met and an interpretation of the canal treaty favorable to that power be adopted by Congress this country cannot count upon the support of the English government in its Mexican policy.

The President, it seems, feels powerless to defend the American interpretation of the Monroe Doctrine. He is right when he says that no communication which he has addressed to the Congress carried with it graver and more far-reaching implications to the interest of the country. The honor and character of the American people demand that if the interpretation of the Panama Canal treaty now asked for by President Wilson be correct, it should be granted to European powers as a matter of right and not be extorted from Congress under threat of resulting damage to this country in other matters. The English government, true to its traditions in diplomacy, has selected the psychological moment for securing an advantage which otherwise it could not obtain.

But that advantage is as naught compared with the moral advantage gained by the British government in forcing from the President of the United States a proclamation which would not only meet the wishes of Great Britain in the Panama question we will "not know how to deal with matters of even greater deli-

cacy and nearer consequence." No such confession has ever been wrung from an American President by a foreign nation, nor can I recall an instance of a similar request for legislation made by a European statesman upon a legislative body under circumstances so humiliating.

DAVID NEUMARK.

New York, March 6, 1914.

THE MANY BREEDS OF OYSTERS

Why New Jersey Requires Six Commissions to Regulate Their Growth.

To the Editor of The Tribune.

Sir: I have read with much interest the programme of the Efficiency Committee of New Jersey, proposing to do away with various commissions and offices, especially where held by Republicans, and for replacing them with Democrats who are now out of jobs. I was especially interested in the plans for abolishing the six oyster commissions, now existing, and placing their power in the hands of one director—a Democrat, of course—at a good salary.

About thirty years ago I was spending a good deal of my time at Trenton during a session of the Legislature, and my attention was directed in the same channels, regardless of the parties in consideration, and it seemed to me that the various oyster commissions then existing might be replaced by a single body charged with all the duties and responsibilities of the various boards then in being. I accordingly drew up a bill to that effect and had it introduced and printed.

What was my amazement, the following week, to be overrun by visiting delegations from four or five counties to explain to me the defects of any such plan for looking after the oysters of New Jersey. One delegation came from Monmouth County and explained that the oysters of that county were accustomed to be fed on the stimulating sewage and the savory street sweepings of New York City, and they could not possibly be looked after by any man or set of men who had other interests at heart. A delegation from Ocean County explained that the oysters of that county were of an entirely different breed, if not of a different origin, from their neighbors of Monmouth County, and required different food and different treatment.

Cumberland County represented that the oysters on the sand banks of the Delaware were very much more delicately nurtured than their relatives on the Atlantic shores, and it seemed that the oysters on the three or four different sand banks particularly abounding in that shellfish required each a different culture from the others.

These men were all serious and very much in earnest in presenting their arguments. I had no answer to make, and incidentally gave up the scheme of efficiency and economy in the supervision and direction of the oyster culture of New Jersey.

Naturally, I have much curiosity to see if there has been much change in the last thirty years in either the oysters or in the public sentiment of the state. N.

PATERSON, N. J., March 5, 1914.

Our "Pampered" Servants.

To the Editor of The Tribune.

Sir: I endorse what is said by "Old Housekeeper" in to-day's Tribune. My servants always seem as happy as the rest of us, and stay from one to four years, leaving for marriage or a desire to change, which seems rather necessary to some natures.

Many of my friends have help who have been with them five to ten years and seem to feel like part of the family. And when a good maid leaves for a good reason it is both enlightening and discouraging to see the procession of incompetent, independent and insolent specimens who condescendingly interview us, before we again find a reasonable person who really intends to give service for value received. "FLUSHING."

New York, March 8, 1914.

THE SUFFERINGS OF HORSES

An Observer Laments Their Lot and Suggests a Remedy.

To the Editor of The Tribune.

Sir: It is well to cultivate a sense of humor when one's personal comforts are threatened, but in the results of this storm how is one even to encourage a natural sense of humor when witnessing the extraordinary sufferings of the horse? Added to the hard pulling and incessant footing is the whip, then the yelling of distraught drivers, the cruel jerking of reins, the strain and stress is a sickening sight to any one with the least imagination. If the humans who "kick and grumble" over present discomforts were to have their legs and bodies lashed at employers yelling at them during the hardest endeavors, it would indeed be hard to cultivate humor.

West 30th street, between Central Park West and Columbus avenue, has now piled in the middle of the roadway, as has two clear and clean driveways throughout its length. It seems insupportable to cart snow incessantly over street nearly impassable with mountains of snow, the horses having trouble trying to haul even empty carts.

R. E. STORRS.

No. 220 West 30th street, March 5, 1914.

Advice to the Disgruntled.

To the Editor of The Tribune.

Sir: The perusal of the following snarl of verse should prove a valuable hint to the chronic kickers who just love to kick back and criticize our struggling Street Cleaning Department.

"Why don't they keep the streets a little cleaner?"

You ask with deep annoyance not undue.

"Why don't they keep the parks a little greener?"

Did you ever stop to think that "their" means you?

Let the callous critics of Mr. Fetherston's cohorts hang up their hammer and get down their little tin shovels and just show us how soon they can clear up this nasty work of the elements. The outdoor exercise should be a great relief to their dissatisfied impatience.

GEORGE W. VAN SICLEN.

New York, March 5, 1914.

The Toll Clause in the Treaty.

To the Editor of The Tribune.

Sir: If you have space will you kindly print the clause in the Hay-Pauncefote treaty regarding tolls which the Democratic party has violated by passing this exemption law?

A TRIBUNE READER.

New York, March 6, 1914.

The Hay-Pauncefote treaty, Sec. III, par. 1, provides as follows: "The canal shall be free and open to the vessels of commerce and of war of all nations observing these rules, on terms of equality, so that there shall be no discrimination against any such nation in its citizens or subjects in respect of the conditions or charges of traffic or other wise. Such conditions and charges of traffic shall be just and equitable."

The Real Stone Carvers.

To the Editor of The Tribune.

Sir: The letter signed by the executive members of the Sculptors, Carvers and Stonecutters' Employees' League is misleading. That committee to the writers' knowledge employs no American carvers, but men who are known to the trade as pointers, who work with a machine or compass. The stone carvers, on the other hand, are the highest paid men in the building trade, have a well organized society, have no delegate, never has a strike and work in perfect harmony with the Employers' Association. They also, unlike all other trade unions, admit to membership any one who is a carver.

JOHN DONNELLY.

New York, March 6, 1914.